continous process, the "Corporate Safety Plan" for the period 2003—2013 has been finalized and was laid on the Table of the Sabha on 19th August, 2003. The Plan states the objectives, targets and strategies for which the Indian Railways would be striving in the next decade. The document encompasses the broad priorities and time frame of the safety related works alongwith assessed approximate requirement of financial investments.

The Corporate Safety Plan envisages a safety action plan involving total investment of Rs.31,835 crores for safety enhancement works in the ten year period. These works are directed towards continous reduction in risk level, enhancement of asset reliability, implementation of suggested system reforms and induction of latest technology etc. This also covers continous rehabilitation, modernization and upgradation of assets including tracks, railway bridges, rolling stock etc.The allocation is likely to be made for works identified in the Corporate Safety Plan and not according to the type of accidents. The plan targets at substantial reduction in various types of accidents, including derailments.

(c) With the completion of track circuiting works, provision of block proving axle counters, data loggers and a comprehensive safety coverage proposed to be given by Anti Collision Device, it is targeted to eliminate collisions and consequent deaths by the end of 2012-2013.

(e)The timeframe for completion of these works would depend on the quantum of work involved over the entire Indian Railways and availability of funds from year to year. The project-wise requirement of funds may also undergo changes based on periodic reviews. Actual fund allocation for different safety projects would also depend on the *inter-se* priority various projects and the total fund availability.

**Sky Bus Metro by KRCL**

465. SHRI R.P. GOENKA: Will the Minister of RAILWAYS be pleased to state:

(a) whether it is a fact that recently the State-owned Konkan Railway Corporation Limited has unveiled the "Sky Bus Metro" mode of transportation and given their proposals to a number of cities and metros in the country;

(b) if so, the details of the proposals offered and the interest shown by different States, with their present status; and

(c) results of studies undertaken, if any, to evaluate the safety of this technology and also the comparative economics of the "Sky Bus Metro" and the "elevated metro" modes of transportation?

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI BASANAGOUDA R. PATIL):'(a) Yes, Sir.

(b) Proposals have been submitted for implementating Sky Bus Metro, in 15 cities in India and 7 cities abroad. The proposals have been in principle welcomed by the concerned authorities and waiting for final decision for want of proof of technology by way of trials.

(c) The following authorities and organizations evaluated the Sky Bus technology after studies :—

1.0 Expert Group:

An expert group (met at Anushakti Bhavan, Mumbai-400 001, on July 25th, 2001), consisting of eminent scientists namely Padmabhushah Dr. Anil Kakodkar, Chairman, Atomic Energy Commission, Padmabhushan, Professor P. Rama Rao, Vice-Chancellor, University of Hyderabad, President Indian National Academy of Engineers and Shri Sudhir Kumar, Commissioner of Railway Safety, Central Circle concluded that the safety and reliability aspects benchmarked against the existing systems are enhanced in the Sky Bus System. They further reiterated that system uses available proven technologies.

2.0 Independent Consultants:

2.1 M/s. Consulting Engineering Services (December, 2002) who examined the technology on behalf of Mumbai Metropolitan Regional Development Authority have stated that the Sky Bus Technology appears technically feasible. The financial calculations made by them shows that the project is financially viable. Independent financial evaluation by Price Water Cooper (PWC) as part of the report concluded that Sky Bus project is financially viable with 18% return for Andheri-Ghatkopar section.

2.2 Similarly for Kochi.city (Kerala) detailed project report, an independent financial analyst ICRA concluded that the Sky Bus Project is financially viable for Kochi city with 14% rate of return.

3.0 Certification for safety :

Internationally renowned safety certifying agency M/s TUV Inter Traffic Gmbh,. Germany, an accredited European certifier for transport systems has consented to be the associates to certify for the safety of Sky Bus systems of Ko kan Railway Corporation.

4.0 Comparative economics of Sky Bus Metro system and Elevated Metro system:

4.1 The elevated metro at present is found to be costing between Rs. 100 crores to Rs. 120 crores per route km. In comparison, for the same level of performance, the Sky Bus Metro costs between Rs. 45 crores to Rs.50 crores per km.

4.2 Sky Bus does not require land at most of the occasion since it follows roads and hence can be constructed within 2 to 3 years in any city.

4.3 Both PWC and ICRA evaluated financials without taking into account any revenues from cargo or real estate exploitation. Accounting only for fare box collections, has given returns varying from14% to 18%.

**Railway Projects in Maharashtra**

466. SHRI MURLI DEORA: Will the Minister of RAILWAYS be pleased to state:

(a) the number and names of on going railway projects in Maharashtra and the number of projects sanctioned this year;

(b) the present position of these projects and the likely date of completion; and

(c) the number of projects held up due to paucity of funds and the steps taken to provide requisite funds?